

JUST RECEIVED!
NEW
SUMMER HALF-HOSE.
COTTAM & Co.
3, Padder's Street.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 386

日七廿月五年二十二緒光

TUESDAY, JULY 7, 1896.

二拜禮 號七月七英港香

THIRTY DOLLARS.
PER ANNUM.

"ODOL."
THE MEDICAL HALL.
DEUTSCHE APOTHEKE.
70, QUEEN'S ROAD CENTRAL,
HONGKONG.

Banks.

THE MERCANTILE BANK OF
INDIA, LIMITED.
AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,100,000
PAID-UP £600,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED ON CURRENT
ACCOUNTS at the Rate of 4 per cent.
per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months 4 per cent.
" 6 " 3 " "
" 3 " 2 " "
J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 7th July, 1896.

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL £10,000,000
RESERVE FUND £5,750,000
RESERVE LIABILITY OF PROPRIETORS £10,000,000

COURT OF DIRECTORS:
A. McCORMACK, Esq., Chairman.
St. C. MICHAELSEN, Esq., Deputy Chairman.
Hon. J. J. Bull-Ing, Esq., J. Kramer, Esq.,
G. B. Dodwell, Esq., D. R. Sassoon, Esq.,
M. D. Eschel, Esq., N. A. Siebs, Esq.,
R. M. Gray, Esq.,
CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.,
MANAGER:
Shanghai—J. P. WARD, Esq.,
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
ON CURRENT ACCOUNT at the rate of 2 per cent.
per A. value on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
T. JACKSON,
Chief Manager.
Hongkong, 15th February, 1896.

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rates may be
obtained on application.
INTEREST on deposits is allowed at 3 1/2 per
cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895.

THE NATIONAL BANK OF CHINA,
LIMITED.
Authorised Capital £1,000,000
Subscribed Capital £500,000
HEAD OFFICE—HONGKONG.
Court of Directors—
D. Gillies, Esq., Chow Tung Shing, Esq.,
H. Sutherland, Esq., Kwan Hoi Chuen, Esq.,
Chan Kit Shan, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed, 5 per cent.
Hongkong, 29th October, 1895.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP £1,000,000
RESERVE LIABILITY OF SHARE-
HOLDERS £500,000
RESERVE FUND £250,000
INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 4 per cent. per
annum on the Daily Balance.
On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 " "
" 3 " 2 " "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895.

CAROLINEUM AVENARIUS
Used for 20 YEARS.
WHA the Universal Success.
Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.
Sole Agents for China,
SCHEELE & Co.
Hongkong, 15th May, 1896.

Insurances.

EMPEROR ASSURANCE CORPORATION,
LIMITED.
FIRE AND MARINE.

WE have this Day been appointed
AGENTS, and are prepared to accept
RISKS at CURRENT RATES.
HOLLIDAY, WISE & Co.
Hongkong, 28th April, 1896.

THE MANCHESTER FIRE ASSURANCE
COMPANY.
ESTABLISHED A.D. 1881.
CAPITAL £2,000,000
TOTAL FUNDS AND SECURITY £2,480,053
NET ANNUAL FIRE PREMIUM £757,478

HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN AND CHINESE RISKS
at CURRENT RATES.

HOLLIDAY, WISE & Co.
Agents.
Hongkong, 2nd January, 1896.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.
THE Underigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN AND CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1895.

GENERAL NOTICE.
THE ON TAI INSURANCE COMPANY,
(LIMITED).
CAPITAL, TAELS 600,000 \$433,333-33
EQUAL TO \$318,000-00
RESERVE FUND \$318,000-00

BOARD OF DIRECTORS.
LEE SING, Esq., LO YUEN MOON, Esq.,
LOU TEO SHUN, Esq.,
MANAGER—HO AMEL.
MARINE RISKS on GOODS, &c., taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 5 & 6, PRAYA WEST.
Hongkong, 14th December, 1895.

NOTICE.
THE MAN ON INSURANCE COMPANY,
LIMITED.
CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 3, QUEEN'S ROAD WEST.
Hongkong, 28th May, 1894.

Notice of Firms.
NOTICE.
THE Title of this Firm is from This Date
CHANGED TO SHEWAN, TOMES &
CO. The Sole Partners are ROBERT
GORDON SHEWAN AND CHARLES
ALEXANDER TOMES.
SHEWAN & CO.
Hongkong, 1st July, 1896.

NOTICE.
MR. JOHANN GEORG LUDWIG
SCHROTER and Mr. HERMANN
FRIEDRICH GEORG BURNER have been
admitted PARTNERS in our Firms from 1st
JULY, 1896.
MEYER & Co., Hongkong.
MEYER, LEMKE & Co., Shanghai.

NOTICE.
MR. ERNST ALBERT BISCHOFF has
This Day been Authorized to Sign our
Firm in Hongkong per Procuration.
CARLOWITZ & Co.
Hongkong, 2nd July, 1896.

NOTICE.
WE have This Day Authorized Mr. HUGO
WILHELM RUMCKE to Sign our
Firm in Hongkong per Procuration.
KREUTER, BROCKELMANN & Co.
Hongkong, 1st July, 1896.

NOTICE.
THE Underigned, have entered into
PARTNERSHIP in carry on the Profes-
sions of CIVIL ENGINEERS, ARCHITECTS
and SURVEYORS, under the Name and Style
of DENISON & RAM.
A. DENISON,
EDWARD A. RAM.
Hongkong, 1st July, 1896.

Intimations.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR STREAMERS CAPTAINS TO SAIL. REMARKS
LONDON, via Aden R. E. L. HILL, R.M.R. About 8th July Freight or Passage.
MARSEILLE L. M. Whimor, R.M.R. About 10th July Freight or Passage.
JAPAN, &c. E. Street About 11th July Freight or Passage.
SHANGHAI F. J. Cole About 16th July Freight or Passage.
LONDON, &c. C. H. S. Toppas, R.M.R. About 17th July Freight or Passage.
JAPAN C. H. S. Toppas, R.M.R. About 22nd July Freight or Passage.
LONDON H. A. RITCHIE, Superintendent.
For Further Particulars, apply to
Hongkong, 7th July, 1896.

LANE, CRAWFORD & CO.

COCKBURN'S V.O. & E.V.O. SCOTCH WHISKIES.
TEACHER'S HIGHLAND CREAM.
AYALA's CHAMPAGNE.
SACCONI'S HELICON, PALE DRY, MANZANILLA and AMONTILLADO, SHERRIES.
M. B. FOSTER & SONS (Single Brand) bottling of BASS'S BEER and GUINNESS'S STOUT.
CALIFORNIA RED and WHITE WINES.
ADET SEWARD & Co.'s MEDOC, COTES DU BOURG and other CLARETS.
HENNESSY'S BRANDIES.
RED HEART RUM. BOORD'S OLD TOM.
PLYMOUTH GIN. HOBOKEN'S HOLLANDS.
FRENCH and ITALIAN VERMOUTH.
The well-known R. S. PORT.
BITTERS, LIQUEURS, SYRUPS, CORDIALS, &c.
LANE, CRAWFORD & CO.
Hongkong, 19th June, 1896.

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "Excelsior," HONGKONG. TELEPHONE, No. 55.
A. B. C. Code.
THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.
Tiffin at 1 P.M. DINNER at 5 P.M.
ARRANGEMENTS can be made for Tiffin or Dinner Parties in
Private Dining Rooms.
For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1896.

AQUARIUS.

PURE TREBLE DISTILLED WATER
ONLY USED IN THE MANUFACTURE OF
A SPARKLING MINERAL TABLE WATER.
"More Seltzer is, as people are now beginning to understand, quite
ineffectual for destroying the worst organisms that water may contain.
Absolute purity can only be obtained by distillation.—The Daily
Telegraph, London."
"A PERFECT TABLE WATER."
CALDBECK, MACGREGOR & Co.,
GENERAL MANAGERS,
THE AQUARIUS COMPANY.
Hongkong, 4th July, 1896.

BILLIARDS

THE CLUB HOTEL

5, BUND, YOKOHAMA.
FIRST-CLASS HOTEL, centrally situated, well-furnished, the Cuisine under the Super-
vision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.
Experienced English staff in attendance.
The Hotel stands in a quiet, airy, and healthy position, with a large garden, and a
large hall, and a large number of comfortable rooms, and a large number of
visitors have the option of staying either in the Hotel or in the YOKOHAMA, without extra
charge. The only Hotel offering such an advantage. EUROPEAN HAIR DRESSER
on the Premises.
Candida Gaiden are in attendance at both Hotels.
THE CLUB HOTEL COMPANY, LIMITED, Superintendents.
E. V. SJOEN, Manager, YOKOHAMA.
L. DEWETTE, Manager, TOKYO.

HOTEL METROPOLE

1, TSUKUJI, TOKYO.

THE PHARMACY.

TANSAN. TANSAN. TANSAN.

This refreshing and invigorating Table Water contains 8 per cent. more IRON CARBONATE
than any Water from similar Spts.
Sole Agents for HONGKONG and SOUTH OF CHINA—
FLETCHER & CO.
and
CARMICHAEL & CO.

FRESH DAIRY BUTTER.

WHOLESALE AND RETAIL.
The product of the PRINCE OF WALES DAIRY COMPANY, Bombay, India. This BUTTER
is guaranteed PURE and of the FINEST QUALITY.
In 2lb, 1lb, and 1/2lb TINS.
RETAIL PRICE—1/6 per lb, and 1/3 per tin.
THE HONGKONG BUTCHERY,
CENTRAL MARKET.
J. TATAM,
PROPRIETOR.
Hongkong, 1st July, 1896.

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.

BELL'S ASBESTOS NON-CONDUCTING BOILER COVERING
COMPOSITION is acknowledged to be the best in the East.

TESTIMONIALS referring to above may be seen anytime at this Office.

ESTIMATES given for work finished complete.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS.
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign
Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PURPOSES.
Cheaper Qualities for Low PURPOSES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty
for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints,
Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo
boat and Transport in H.M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c.
IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.
SUPERINTENDENT: THEOS. SKINNER.
DODWELL, CARILL & Co.,
General Agents.

A GRAND "PICK-ME-UP."

H. DE MESLERAY'S
CHAMPAGNE,
IN QUARTER BOTTLES.
For Case of 6 Dozen \$71.00
TRADE MARK
HONG KONG
YUEN WO.
SOLE AGENTS:—
GANDE PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.
Hongkong, 30th June, 1896.

W. BREWER & CO.

ACCOUNT BOOKS, STATIONERY.
PAPER STAMPED in relief in any Color.
CHIT BOOKS, CHIT CASES. POCKET KNIVES, POCKET INKS.
The New PHOTO FRAME (very attractive).
ARTIST COLORS, COLOR BOXES. PAPER FILES and CLIPS.
VULCANITE PENCIL HOLDERS.
OFFICE PORCELAIN SLATES, PENCILS, PENCIL CASES.
INDIA RUBBER, INDIA RUBBER BANDS.
LEGAL WAXES, PAPER FASTENERS.
Hongkong, 2nd July, 1896.

IASTRAM'S PATENT GOLDEN MEDAL PETROLEUM ENGINES

OF 5 TO 15 H.P.
FOR FACTORIES AND LAUNCHES.
WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour.
A Working Stationary Engine and a Launch with 4 H.P.
Engines will be shown and full particulars be given on application.
SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.
NO PROFESSIONAL ENGINEER REQUIRED.

W. POWELL & CO.

LADIES', GENTLEMEN'S AND CHILDREN'S
BATHING COSTUMES.
BATHING DRAWERS, SWIMMING BELTS,
BATH TOWELS, BATH BLANKETS, BATHING GOWNS, BATHING CAPS, &c., &c.
W. POWELL & CO.
Hongkong, 2nd July, 1896.

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.
In case of 6 Dozen \$25 per case.
HONGKONG, 15th June, 1896.

Today's Advertisements.



NOTICE.

SPECIAL SESSION of H.M. MAJESTY'S JUSTICES of the PEACE held in the JUSTICES' ROOM, at the TRACY, on TUESDAY, the 14th day of J.D. 1896, at 2.30 P.M., for the purpose of giving an application from one R. C. EY for the transfer of the Adjunct Licence held by him to Sell and Retail Intoxicating Liquor on the Premises situate at house No. 2, Road Central, under the sign of THE ROOM, to one FREDERICK BISHOP.

Wm. C. H. HASTINGS,
Acting Police Magistrate.
Magistracy,
Hongkong, 1st July, 1896. [1904]

ARRACK "LINE OF STEAMERS."

NOTICE TO CONSIGNERS.

S. S. "LENNOX."

FROM NEW YORK AND STRAITS.

CONSIGNERS of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th instant or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL, CARLILL & Co., Agents.

Hongkong, 7th July, 1896. [1905]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"MERIONETHSHIRE."

Captain Davies, will be despatched as above on TO-MORROW, the 8th instant, at 5 P.M., instead of as previously advertised.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 7th July, 1896. [1905]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEWOO, NINGPO, TIENTSIN, HANKOW and PORTS on the YANGTZE.)

THE Company's Steamship

"DIOMED."

Captain Bartlett, will be despatched as above on THURSDAY, the 9th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th July, 1896. [1907]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

"CHINGTU."

Captain Innes, will be despatched on FRIDAY, the 10th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th July, 1896. [1908]

"MOGUL" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

(Calling at NAGASAKI if sufficient inducement offers.)

THE Steamship

"OCAMPO."

Captain Hawkins, will be despatched as above on SATURDAY, the 11th instant, at Noon.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 7th July, 1896. [1906]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Freight Cargo for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"PARKING."

H. L. Allen, Commander, will be despatched as above on SUNDAY, the 12th instant, at Daylight, instead of as previously advertised.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 7th July, 1896. [1901]

Intimations.

DAKIN, CRICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, RESTAURANTS and other Large Consumers.

Any complaints should be addressed to the Manager, Hongkong, 3rd May, 1896. [1907]

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

OF

AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfeit Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 4th July, 1896. [1906]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL SUBSCRIPTIONS

MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to advertisements, notices, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion of questions of public interest, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are required to forward all notices intended for insertion in that day's issue not later than "Three o'clock" on the day preceding the day of publication.

Advertisements and Subscriptions which are not ordered for fixed periods will be continued until discontinued.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and its circulation is steadily increasing. Terms can be obtained on application.

The Hongkong Telegraph is published at the Hongkong Telegraph Press, No. 1, Telok Ayer Street, Hongkong.

[1901]

BIRTHS.

On the 1st of July, at 5, Quai des Yangking-ping, Shanghai, the wife of RUTHERFORD MACLEOD, of a son.

On June 18th, at Nigata, Japan, the wife of JOHN G. DUNLOP, of a daughter.

MARRIAGES.

On the 20th June, 1896, at R.R.M.'s Consulate, and afterwards at the Union Church, Yokohama, by the Rev. C. M. Macdonald, HENRY GARIBOLDI WAGGOT to MARY MIRA, eldest daughter of William Noble Watt, of Yokohama.

At Vienna, on the 24th of May, MATTHEW, eldest daughter of H. ROSENBERG, Esq., of Shanghai, to ADOLF, only son of Jacques SCHWAB, of Vienna.

DEATHS.

Suddenly, on the morning of June 15th, at Kagoshima, Japan, CHAS. E. BALDWIN, of Boston, Massachusetts, U.S.A., a well-known teacher in the Koto Chu Gakko at Kagoshima.

The deceased was interred according to Buddhist rites on the afternoon of the 17th.

On the 25th June, at No. 35 Yamamoto do, Kobe, P. S. GALLIVER, native of Cardiff, aged 36.

THE HONGKONG TELEGRAPH

TELEGRAMS.

REUTER'S MESSAGES.

CHOLERA EPIDEMIC IN EGYPT.

LONDON, July 5th.

Cholera has broken out amongst the Egyptian troops at Wady Halfa. Twenty-six cases and nine deaths were reported yesterday.

MATABELELAND.

The frontiers at Bulawayo are becoming restless, and it is feared that they may become disaffected. Great numbers of the white settlers are leaving the country.

THE UNITED STATES.

It is believed that a "dark horse" may win at Chicago. The "Gold-bug" maintains a reserve, hoping to catch something from the chaotic condition of the party.

LI HUNG-CHANG IN GERMANY.

Li Hung-chang has received the Grand Cross of the Red Eagle, set in diamonds.

LI TAKES AT COLOGNE.

At a banquet at Cologne it was announced, on Li Hung-chang's behalf, that he hoped his visit would arouse no unjustifiable expectations; that the object of his journey was to promote a more friendly relations with Germany, and that on his return to China he would report what he had seen.

LI IN HOLLAND.

Li Hung-chang has arrived at the Hague, where he was accorded an official reception.

(From Manila Papers.)

THE DYNAMITARDS IN BARCELONA.

MADRID, July 5th.

A number of children yesterday found an unexploded bomb, which they began playing with. It accidentally exploded, killing and maiming in a horrible manner several of them, others being badly wounded.

(From Japanese Papers.)

SPAIN AND JAPAN.

TOKYO, June 23rd.

The Crown Prince of Japan has been decorated by the King of Spain with the Order of the Grand Cross.

PLAGUE IN FORMOSA.

NAGASAKI, June 23rd.

Intelligence has been received in Nagasaki, stating that four cases of the black plague have occurred at Anping.

RECALLED.

TOKYO, June 22nd.

Mr. Kamiya Saburo, Japanese Consul at San Francisco, has been recalled.

REBELLION IN FORMOSA.

TOKYO, June 27th.

A despatch from the 1st Division of the Gendarmes in Formosa states that a rumor is current that the effect that the natives in the district under the jurisdiction of the 1st Division are forming a plot to rise against the government of soldiers being trained, and that the aborigines are closely watching the movements of the Japanese Army. It is also reported that the outlaws at Feng-shan and Rag are badly trying up firearms from foreigners, and a large number of the inhabitants of Rag and thereabout are assembled at Kokko and are organizing a revolt.

COUNT MUTSU'S DEPARTURE.

TOKYO, June 26th.

Count and Countess Mutsu, accompanied by Mr. Muroto, Consul-General to Mexico, some hospital nurses, Mr. Narita, a clerk in the Foreign Office and a Police Inspector, left for Yokohama by the 8.05 a.m. train this morning en route to Hawaii.

A large crowd saw them off at the station, including Count Kamekida, Marquis Oyama, Viscount Kuroki, Marquis Saito and other Ministers of State. Mr. Furusaka, a Councillor in the Agricultural and Commercial Department and his suite (a commission for the inspection of commerce in Europe and America) and Mr. Sugita and his friends, a commission sent by the silk weavers in Fukui, to report on the silk piece goods market in America, left by the same train.

THE NIPPON YUSEN KAISHA.

TOKYO, June 26th.

The amendment of the constitution of the Nippon Yusen Kaisha (the increase of capital) was approved by the Government on the 25th.

THE KOREAN VOLCANOE.

TOKYO, June 22nd.

A telegram received by the Government today before yesterday stated that the rebels had made their appearance at Wajoo and Hongkong, Kang-wen-do, freely indulging in plundering the inhabitants, who have been continually running away. The rebels were believed to be a portion of the band assembled at Kago, and in the vicinity thereof.

FUKU, June 22nd.

The Government troops have taken the "castle" of Kung-ko. The rebels dispersed, leaving 30 dead bodies behind.

TOKYO, June 26th.

Mr. Haru, new Minister to Seoul, and his wife, left the capital for his post by the 9.55 train last night. A large number of officials saw them off at the station.

According to a telegram from Seoul, a rumor is current in the Korean capital that the effect that the negotiations for a Russo-Japanese peace treaty in Moscow, which were so far advanced that a convention was on the point of being signed, has fallen through.

It is reported that the Japanese Government is to award a decoration to the Korean Government, out of the war indemnity recently paid to Japan.

VI POTA CHIN has been appointed Korean Minister to Washington.

Russian troops are expected to arrive here (Seoul) for a permanent guard for the Russian Legation. The force will not exceed two companies.

TYPHOON WARNING.

Senior José de Navarro, Spanish Consul at this port, has courteously favoured us with a copy of the following telegram, received from Manila:—

"MANILA, July 6th.

"There is a new depression—crossing Luzon and the northern provinces."

In the weather report issued by the Observatory officials this morning it is stated:—"On the 7th at 11.0 a.m. Red Drum hoisted. Depression near Basco Channel apparently moving towards N.W. at present. At 11.25 a.m. Since yesterday the barometer has fallen quickly between Hongkong and Poochow, the decrease amounting to about 0.1 inch. In Luzon—the mercury is now rising. The depression in the North has moved Eastward and lies in the N.E. part of the Sea of Japan. Forecast:—light or moderate N.W. winds, possibly increasing; fair at first, but less settled later."

The Red Drum indicates that the depression is more than 300 miles from and to the East of the colony.

At 4 p.m. the barometer read 29.64.

LOCAL AND GENERAL.

Two cases of plague to-day.

THE departure of the P. & O. steamer *Aden*, advertised for noon to-morrow, has been postponed until 10 a.m. on Thursday.

A MEETING of members of the British Mercantile Marine Officers' Association will be held in the B.M.M.O.A. Rooms at 9 p.m. to-day.

EXPERTS have declared that before rinderpest can be extirpated on the Rand (South Africa) it will involve an expenditure of £1,000,000.

THE case arising out of the shooting affray on board the steamer *Martha* was advanced another stage to-day, the evidence of one of the wounded men being taken. The other is still confined in the Hospital, and in consequence the case was again remanded.

At the Magistracy this morning the occupant of No. 8, Yee Wo Lane was charged by Sanitary Inspector Cotton with having illegal cocklofts in his apartments. Though Mr. Bowley pleaded for the defence that the cocklofts were legal, and that adequate notice to remove them had not been served, a fine of \$10 was inflicted.

MESSES WARNER, BLODGETT & Co. in their weekly *Circular* dated Manila June 22nd, state that "After days' quarantine has been laid on all arrivals at Manila from Hongkong and China ports, and of three days on vessels proceeding to Manila from Singapore and all points not observing sanitary precautions against infected ports."

MIVAGI Relief Funds started by the *North China Daily News*, *Yokohama Mail*, and *Kobe Chronicle* have so far resulted in upwards of \$6000 being subscribed towards the relief of the tens of thousands of people who have been rendered destitute by the seismic wave that recently swept over the north-west provinces of Japan.

OUR Shanghai morning contemporary has it "on indubitable authority" that a Danish officer, an "agent" of the Government of the Teks, has been appointed Naval Adviser to the Chinese Government. The *Shanghai Mercury* denies that there is any truth in the allegation. The *Hongkong Telegraph* says there's nothing improbable about such an appointment excepting the fact that China's warships have been annexed by the Japanese. Only that and nothing more!

A GYMNASTIC COMPETITION will take place at Murray Barracks on Thursday, the 9th instant, commencing at 8 p.m. The events are to be as follows:—

(1) Company Competition, for teams of 4 N. C. O.'s or men per company, 3 tricks on the Horizontal Bar and 3 on the Parallel Bars. Prizes—\$25, \$20, \$15.

(2) Gymnastic display by instructors.

The conditions are:—(a) Points for Company Competition will be awarded by the Judges. Highest points to win.

(b) No N. C. O. or man with a Gymnastic Certificate will be allowed to compete in the Company Competition.

News is to hand from Peking that owing to the recent sudden rise of the Yangtze, Pehlo and other streams in that part of Chihli province, the plains bordering these rivers, with rich harvests of wheat ready for the sickle have, in consequence, been submerged and large quantities of grain destroyed. A famine, although light in comparison to that of 1894-5, is therefore anticipated, unless outlets be found for the surplus wheat.

This, continues the *North China Daily News* service, the Chihli local authorities are already trying to do, and Wang, Viceroy of Chihli, has been advised to engage the services of some able Japanese engineer to direct the necessary works.

MEMORANDA.

TO-DAY, 7th July.

9 p.m.—Meeting of members of the British Mercantile Marine Officers' Association at the Association's rooms, Praya Central.

TO-MORROW, 8th July.

10.15 a.m.—Supreme Court—Test case.

11 a.m.—Ordinary French Mail closes.

11 a.m.—Ordinary leaves for Kowloon.

3 p.m.—Meeting of the Legislative Council.

THURSDAY, 8th July.

American mail due.

10.15 a.m.—Supreme Court—Test case.

11 a.m.—Ordinary French Mail closes.

11 a.m.—Ordinary leaves for Kowloon.

3 p.m.—Meeting of the Legislative Council.

FRIDAY, 10th July.

10.15 a.m.—Supreme Court—Test case.

11 a.m.—Ordinary French Mail closes.

11 a.m.—Ordinary leaves

be brought to the notice of the Governor. Sentence of death was passed on the prisoner by his Lordship the Chief Justice on the 22nd ultimo, and as above stated the prisoner was this morning executed in Victoria Gaol.

THE CALAMITY IN JAPAN.

RELIEF FUNDS STARTED IN SHANGHAI, KOBE, AND YOKOHAMA.

LATEST REPORTS STATE 50,000 PERSONS NEED RELIEF.

We are glad to note from the Shanghai and Japan exchanges received here this morning that Funds have been started by the *North-China Herald*, the *Kobe Chronicle*, and the *Yokohama Daily Mail* for the relief of upwards of 50,000 persons who have been rendered absolutely destitute by the great seismic wave that recently swept with terrible fury over the north-west coast of Japan, carrying death and destruction throughout that part of the "Island Empire" and especially in the prefecture of Miyagi.

THE SHANGHAI FUND.

On the 22nd instant the *North-China Herald's* Fund stood as follows:—

| | |
|---------------------------|-----|
| Jardine, Matheson & Co. | 100 |
| Deutsch-Anstaltische Bank | 100 |
| A. Butler | 100 |
| Reiss & Co. | 100 |
| Holliday, Wise & Co. | 100 |
| Brand Bros. & Co. | 100 |
| Eastfield & Sons | 100 |
| Melchers & Co. | 100 |
| Bedford, Carill & Co. | 100 |
| Cadwell & Co. | 100 |
| David Sassoon, Sons & Co. | 100 |
| E. D. Sassoon & Co. | 100 |
| Wissner & Co. | 100 |
| Siemens & Co. | 50 |
| Turnbull, Horne & Co. | 50 |
| Arnold, Karberg & Co. | 50 |
| O. K. | 25 |

Total of first list.....\$1,475

On the 3rd July the same paper reported progress as follows:—

| | |
|---|-----|
| First list of subscriptions.....\$1,475 | |
| The Russo-Chinese Bank | 100 |
| Gibb, Livingston & Co. | 100 |
| China Merchants' S. N. Co. | 100 |
| China & Japan Trading Co. | 100 |
| Iveson & Co. | 100 |
| Nabholz and Osenbruggen | 50 |
| Alfred Dent & Co. | 50 |
| Barlow & Co. | 50 |
| R. M. C. | 25 |
| North-China Herald Office | 25 |
| J. W. | 5 |

Total.....\$3,150

Subscription Lists have been sent to the Shanghai Club, Concordia Club, Country Club, Masonic Club, Customs Club, Club de Racquet, Marine Engineers' Institute, Mercantile Marine Officers' Association, Antioch House, Central Hotel, Hotel des Colonies, and the stores of Messrs. Bennett & Co. and Hall & Hells, Ltd. All subscriptions will be acknowledged in the *Herald* in due course.

THE YOKOHAMA FUND.

On the 22nd ultimo the *Yokohama Mail* acknowledged receipt of the following sums towards the relief of the sufferers:—

| | |
|----------------------------------|-----|
| Messrs. Sieber & Co. | 25 |
| C. Giannini, Esq. | 25 |
| Captain Bickley | 25 |
| Messrs. C. de Nembris Gossaga | 10 |
| C. R. | 25 |
| Mr. G. Lowther | 25 |
| Dr. E. Baels | 25 |
| Mr. E. Chiosone | 15 |
| St. Andrew's House, Shiba, Tokyo | 15 |
| Lord Dornier | 100 |
| Mr. Gustave Gilbert | 20 |

THE KOBE FUND.

On the 29th ultimo the *Kobe Chronicle* acknowledged the following subscriptions:—

| | |
|--------------------------------------|-------|
| Previously acknowledged.....\$437.00 | |
| A. Thomson | 10.00 |

Paid in to Committee direct:—

| | |
|---|--------|
| A. Hassell, Esq. | 25.00 |
| Messrs. H. Lucas & Co. | 100.00 |
| J. Green, Esq. | 10.00 |
| Messrs. Oppenheimer & Co. | 100.00 |
| Messrs. Abraham & Co. | 25.00 |
| Standard Oil Company of New York (additional) | 50.00 |

Per Chartered Bank:—

| | |
|---------------|-------|
| P. & O. Staff | 50.00 |
|---------------|-------|

Per H. & S. Bank:—

| | |
|---------------------------------|--------|
| Messrs. Abell and Ralston | 25.00 |
| E. Kellmann, Esq. | 10.00 |
| G. J. Penner, Esq. | 10.00 |
| Rev. H. J. Foss | 10.00 |
| A. Milne, Esq. | 10.00 |
| Blackley & Co. | 10.00 |
| Messrs. Jardine, Matheson & Co. | 100.00 |
| J. B. Maxwell, Esq. | 10.00 |
| Messrs. Simon, Evans & Co. | 100.00 |
| T. Mason, Esq. | 10.00 |
| Arthur H. Groom, Esq. | 100.00 |
| Staff of H. & S. Bank | 120.00 |

Grand total.....\$3,547.00

(From *Kobe Chronicle*).

LATEST NEWS FROM THE DEVASTATED DISTRICT.

A telegram from the Communications Department of the Iwate prefectural government states that the sufferers in the three prefectures number some 50,000. They are all reduced to a state of starvation and need relief. Their plight is lamentable beyond description. Communications with the devastated district are very difficult, which intensifies the suffering greatly. Five hundred bags of rice have been purchased at Hakodate and sent to the scene of the calamity by a steamer direct. The miserable state of the sufferers cannot possibly be pictured in a mere news telegram, but may be to some extent realised from the facts reported.

Sumay, June 29th.

Arrived here yesterday (our Correspondent must have been delayed by the dislocation of communications, as he left Kobe on Saturday last) and have had interviews with local officials, Red Cross and foreign missionaries on relief operations. In this Prefecture 17,000 persons have been rendered destitute. Injured are being attended to as well as the circumstances of the emergency permit by the Red Cross Society, with headquarters at Sendai, where extensive organisation is being put on foot. Misericordians from all the country round helping both in hospital work and relieving destitution. Flots of fishing boats which were at sea when the shock came, have since come in; fishermen's lives saved, but homes destroyed.

Miyagi, July 5th.

Arrived here last night; stay here to-day, and leave to-morrow to work my way along the coast, probably reaching Kamakura by Tuesday. Division is there, for *New York Herald* correspondents; also for *Yokohama Mail*. Coming here overland is very slow, troublesome,

and expensive. Shall try boats. Unluckily scarce, prices doubled, country mountainous.

It will be seen from the above that the appeals of our Shanghai and Japan contemporaries have not been made in vain, and that the \$35 contributed in Hongkong to the Fund started by the *Hongkong Telegraph* will have to be increased considerably if any aid worth speaking of is to be rendered to our friendly neighbour by this colony.

THE CAUSE OF THE CALAMITY.

YOKOHAMA, June 29th.

There appears to be much uncertainty as to the cause of the terrible calamity which has devastated the north-eastern Japan has been devastated. The Japanese newspapers have been using the term "kai-shu" to describe the seismic disturbance. But "kai-shu" as the *Yokohama Mail* points out, is the Chinese epithet for a "bore," which is a tidal flood formed at the mouth of some river where the lower flow of the sea, encountering obstacles, such as a bar, or a peculiar formation of the shore, has to accumulate energy before surmounting the difficulty, and then finally sweeps forward in a vast volume. No such explanation fits the circumstances of the recent catastrophe, for neither great rivers nor special topographical conditions exist between Kinkwa-san and Hachinohe. An atmospheric disturbance on a large scale might have been responsible for the wave. But there has been no intelligence of such a disturbance, and when we consider that the wave is said to have attained a height of 80 feet, it is difficult to attribute it to an agency that could not have lashed the ocean to such fury without producing immense effects elsewhere. We are thus driven to enter the exercise of seismic force, but even then the question remains whether a seismic tremor, or a subsidence was the form of energy displayed. The theory of a subsidence presents to some minds this difficulty, that the general of a depressed area in the bed of the ocean seems calculated to produce nothing more than a lurch of water from all sides equally, and can not easily be held responsible for a surface wave rolling rapidly in one direction. But a moment's thought shows that a sudden downpouring of the depths of the sea at a particular place must necessarily cause a corresponding change of level at the surface, and that the waters, before permanently adjusting themselves to the new condition, cannot fail to develop a rolling motion proportional to the disturbance below. A submarine volcanic eruption, however, offers the simplest explanation. The case of the Bandai-san catastrophe, in 1886, illustrates very vividly the kind of disturbance that may occur at any moment among the ranges of volcanic mountains at the depths of the ocean. There we saw millions of tons of earth and rocks hurled with incredible force in a given direction—force that carried an enormous wave of solid material over a distance of many miles at rapid speed. Anything of that nature happening at the bottom of the ocean would evidently produce surface effects precisely such as were experienced on the 25th instant by the unhappy people of Iwate and Miyagi.

A shocking feature of these phenomena is their savage energy of destruction. In the valleys below Bandai-san men's bodies, when not torn limb from limb, were battered out of all shape. No wonder that such was the case, for so stupendous was the atmospheric disturbance that it not only levelled forests to the ground, but also stripped the trees of bark and twigs, reducing them to bleached skeletons. And with regard to the Iwate wave, we hear that corpses recovered within a few hours of death looked as though they had undergone a death decomposition.—*Yokohama Mail*.

MERCHANT SHIPPING COUNCIL BILL.

News—very good news indeed—came to hand by the French mail yesterday afternoon. It is to the effect that the Board of Trade has admitted its inability to satisfactorily discharge the various responsibilities and numerous duties assigned to it as at present constituted. The Chamber of Shipping has, therefore, drafted a Bill to provide for the formation of a new department to be known as the Shipping Council. For years past the *Hongkong Telegraph* has strongly advocated a step of this kind, for it has been abundantly manifest for the past 20 to 30 years that with the rapid development of our merchant marine and the vast expansion of our commerce, the Board of Trade required reconstruction, our shipping affairs special attention, and our shipping laws complete revision. The draft Bill reads as follows:—

MERCHANT SHIPPING COUNCIL BILL.

Memorandum.

It has long been felt and acknowledged that legislation has imposed on the Board of Trade many powers and duties in relation to merchant shipping which cannot be satisfactorily exercised by the Department unaided as at present.

It was consequent upon this state of matters, and with a view to providing a remedy, that in 1883 the Board issued a memo. containing the outlines of a scheme for the construction of a Shipping Council, and since then has found it necessary from time to time to appoint special Departmental Committees to grapple with questions of difficulty. These Committees, though useful, labour under the disadvantage of only being consulted at too late a stage—that is to say, after, instead of before, difficulties have arisen.

The Board of Trade, it is believed, concur with the shipowners in the opinion that what is required is the constitution of a representative body, qualified and authorised to advise with the Board on questions of administration and practice, as well as on legislative proposals concerning merchant shipping.

Such a consultative body would be of great assistance to the Board, and its work would be attended with advantage to the public no less than to those interested in the ocean carrying trade of the Empire.

The object of this Bill is to establish such a representative body under the name of the Merchant Shipping Council, and to indicate its functions in respect of legislation and administration.

DRAFT OF A BILL.

To Establish a Merchant Shipping Council.

Whereas it is expedient to establish a council which may be consulted by the Board of Trade on legislative and administrative questions affecting the interests of merchant shipping;

Enacted that there be constituted the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

1. This Act may be cited as the Merchant Shipping Council Act, 1896.

2. From and after the 31st day of December, 1896, a council to be called the "Merchant Shipping Council" shall be constituted, and shall consist of 18 members appointed and elected as follows:—

Members appointed by the Board of Trade:—

Members appointed by the Secretary of State for the Colonial Department:—

Members appointed by Lloyd's Registry of British and Foreign Shipping:—

Members appointed by the British Corporation for the Survey and Registry of Shipping:—

Members appointed by the Institute of London Underwriters:—

Members appointed by the Liverpool Underwriters' Association:—

Members appointed by the Federation of Shipbuilders and Engineers:—

Members appointed by the Federated Shipmasters' and Officers' Association:—

Members elected by shipowners:—

The appointed members shall fulfil office for 12 months from the date of their respective appointments; but shall be eligible for reappointment.

Any casual vacancy among the appointed members shall be supplied within eight weeks after its occurrence by the body which appointed the vacant member.

The elected members of the council shall be elected and re-elected in accordance with the provisions in the schedule to this Act, and shall receive during their term of office such remuneration as the Treasury from time to time fix.

Before introducing into Parliament any Bill which directly or indirectly affects the interests of merchant shipping of the United Kingdom, it shall be the duty of the Board of Trade to receive and consider any recommendations of the council in regard to its provisions, and with that object an opportunity of considering and discussing its provisions shall be afforded to the council.

The council may, if they see fit, initiate or promote legislation in Parliament on subjects affecting the interests of merchant shipping.

The Board of Trade may, if they deem it advisable, and shall, if requested in writing by not less than one-third of the council, summon a meeting of the council to discuss and to report to the Board of Trade on any subject or subjects relating to or affecting the administration of the Merchant Shipping Act, or otherwise relating to affecting the interests of merchant shipping of the United Kingdom; and it shall be the duty of the Board to consider, and reply in writing to, any report signed by the majority of the Council.

The Council may choose a chairman and a vice-chairman to hold office respectively for such time as the council may see fit.

Meetings of the council shall be summoned by the chairman whenever he shall be requested by the Board of Trade to summon a meeting, and at such other times as he may see fit.

Questions arising at any meeting of the council shall be decided by the majority of votes; the member in the chair having in case of equality of votes, a second, or casting vote.

Subject as aforesaid, the council may by standing orders or otherwise regulate their meetings and proceedings as they may think proper.

6. The council may appoint any of their members to be a committee for reporting on any matter to the council, or for any other purpose for which in the opinion of the council it is expedient to appoint a committee.

Additional members of any such committee may be appointed either by the council, or by the committee, with the sanction of the council, on the ground that the special knowledge of such additional members will be of assistance to the other members of the committee.

Any such additional member need not be a member of the council, and shall not by reason only of serving on a committee become a member of the council.

Any member of a committee may be at any time removed, and his place may be filled by the council.

7. All expenses of the execution of this Act shall be defrayed out of moneys to be provided by Parliament.

THE SCHEDULE.

Provisions for Election of Representatives of Shipowners.

1. Of the six members to be elected by shipowners, one shall be elected for each of the following electoral districts (that is to say):—

London and South Coast.
British Channel.
Liverpool and West Coast.
Hull and East Coast.
Scotland.
Ireland.

Any question as to the areas or boundaries of an electoral district shall be determined by the Board of Trade.

2. The electors in each electoral district shall be the owners of ships registered in the district, but an owner shall not be an elector unless his own at least—thousand tons of shipping.

3. Each elector shall have one vote for every thousand tons of shipping owned by him, but no elector shall have more than ten votes.

4. Subject as aforesaid, the Board of Trade may frame rules for the times and mode of holding elections, for the appointment and remuneration (if any) of returning officers, for the retirement and rotation of the members elected, and for any other matter or thing relating to such elections for which it is, in the opinion of the Board, expedient to make rules; and such rules shall be observed as if they were enacted in this schedule.

THE YELLOW PERIL.

Is civilised Europe, industrial Europe, especially Western Europe, working at a loss? Has Europe overworked herself into a fever which is sapping her strength and endangering the very existence of her civilisation? These questions are very carefully examined by M. de Constant in the *Revue des Deux Mondes* and the answer is by no means reassuring; though the writer unfortunately, contents himself with demonstrating that the Japanese will be able to supply the whole world and fails to give due weight to the position of the Chinese, with the yellow peril in Japan's footsteps.

Europe, the writer maintains, is conscious of some great peril, some immense evil that is already affecting her prosperity and threatening her progress. But she mistakes symptoms for the disease, and believes that when the symptoms disappear the malady will give no more trouble. Europe is suffering from fatigue and strain, the result of overwork in the first place, and of the resulting competition in the next. The work of many centuries has been crowded into the last fifty years. The production of goods far in excess of European needs and requiring enormous markets for their absorption has been developed beyond measure. European agriculture has been sacrificed to manufacturing industry, in the expectation of supplying the whole of the rest of the world with the output. Having invented the steam engine and abolished space, Europe has indulged in the delusion that she could monopolise industrial progress. Everything has been organised on an enormous scale at an immense outlay; machinery has been perfected, factories and workshops multiplied beyond all past experience; military and naval armaments keeping pace with the increase of trade, the accumulation of capital for which less and less employment can be found, and the piling up of debt which is regarded as an evidence of prosperity. When all this is at its height, and the need of finding new markets is becoming more imperative every year, it is suddenly found that the people beyond the seas have woken up to the fact that they can supply their own markets by similar means, and manufacture cheaper goods to compete with those of Europe. Commerce has become competitive; competition has become

producer. The United States led the way, giving an example which has been followed to their detriment, as well as to that of industrial Europe, in Central and South America, in Australia, India, and Japan. These competitors first close their own markets, and then compete for the supply of such as are left. In desperation the Powers of Europe endeavor to create new markets in Africa, which was neglected, not wholly without reason, while there was anything better to be appropriated. The evil has grown steadily, and shows many signs of wider prevalence. Emigration has assumed large dimensions. The unemployed, who were the first to seek new fields of labour, are being followed by capitalists—a migration which weakens Europe and strengthens her rivals, making the competition more severe. There is also the migration of rural population into the towns. Land is going out of cultivation, while the cities are overcrowded by a discontented and dangerous class living from hand to mouth.

This gloomy thesis is supported by the citation of indisputable facts, which may be easily supplemented. No one questions the reality of the crisis under which the agriculture of Europe is reeling. We know that English farms, once highly profitable, are now thrown upon the hands of the landlords. A third of the cultivable area of Sussex is relapsing into waste. In Essex it is the same story, and the Eastern counties are in a very bad way. Mr. Chaplin has told the House of Commons that it has been proved that land-owners have had to submit to reductions of thirty, fifty, eighty, and even ninety per cent. In fact, the tenants fight the reductions. In many instances landlords have had the land thrown back on their hands, the tenants having declined to continue occupation even rent free, cultivation spelling actual loss and threatening ruin. M. de Constant admits that the loss on cultivation of corn in France is less serious than in England; but the figures he gives show that it is well-nigh ruinous to the French farmer. Formerly wheat was sold in France at 40 or 35 francs the quintal, and the price fell successively to 30 francs, to 25, to 22, to 20. The price of corn is now from 10 to 15 francs, according to the fluctuations of market. With a view to protect French corn, a duty, formerly fixed at three francs a quintal was raised to four, and a few years since to seven francs. The French cultivator has to meet the competition of foreign wheat, which can be put down in the French market at fifteen francs or sixteen francs while paying seven francs at the Custom House. That is the price at which French wheat must be sold, while the actual cost of producing it averages 25 francs. Even were the cost of production put at 20 francs, the loss at the market price is five francs the quintal. The French agriculturist is asked to give up growing wheat for the market and grow something else. But competition from beyond the ocean undercuts every crop. In England wheat is grown in ever-diminishing quantities; it would not be grown at all were it not for the demand for straw. Compensation is sought in the rearing of cattle. The competition of foreign cattle threatening that source of income from Canada, Holland, Sweden, and Denmark has been prohibited on the ground of the danger of infection from imported cattle. That is a measure of indirect but very real protection for the benefit of the agricultural interest. But the turning of land into pasture means the speedy depopulation of the rural districts and the consequent impoverishment and ultimate disappearance of the small country towns. In France potatoes were sold at so low a price that considerable quantities were converted into starch. Now it is found to be cheaper to import rice from the East for manufacturing purposes. When profit is sought by rearing cattle, imported cattle and fatten most lower the price below paying point. It is the same with poultry, Canada is making arrangements to supply twelve English towns to sell poultry direct to the consumer, thus seriously competing with the French farmer. The Swiss, who considered condensed milk as their own preserve, find a competitor in Japan, which manufactures "Swiss milk," and inundates the Chinese market, supplies to Great Britain, Holland, Sweden, and Denmark has been prohibited on the ground of the danger of infection from imported cattle. That is a measure of indirect but very real protection for the benefit of the agricultural interest. But the turning of land into pasture means the speedy depopulation of the rural districts and the consequent impoverishment and ultimate disappearance of the small country towns. In France potatoes were sold at so low a price that considerable quantities were converted into starch. 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Intimations.

KOPS ARE STILL RUNNING

14 Gold Medals Awarded in 1894 & 1895.



BRIGHT PURB SPARKLING!!! Brewed and Blended with Hops only.

Sole Agents for Hongkong and the Empire of China.
WATKINS & CO., 68, Queen's Road Central Hongkong.
WAI KIN TAI YUEN FONG (房藥大建威)

TWENTY (20) PER CENT.

SAVING OF FUEL!

HOLDSWORTH'S
MICA COMPOSITION

FOR

BOILERS AND STEAM PIPES.

THE ONLY SELF-ADHESIVE AND PERMANENT NON-CONDUCTOR.

ASBESTOS COMPOSITION AND INSERTION AT REDUCED RATES.

For further Particulars, Prices, and Estimate, apply to

C. HOLDSWORTH,

EASTERN MICA WORKS,
HONGKONG.

Hongkong, 24th June, 1896.

PHARMACEUTIC PRODUCTS OF THE FARBERWERK VORM MEISTER,
LUCIUS & BRUNING HOCHST A/MAIN.

Dr. KNORR'S LION BRAND

"ANTIPYRINE,"

(DOSE FOR ADULTS 15 TO 35 GRAMS TROCH)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

"DERMATOL,"

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as

Dr. OVERLACH'S

"MIGRAINE,"

(ANTIPYRINE-CAFFEINE CITRATE)

Invaluable for MIGRAINE, and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE, and MORPHIA POISONING, and generally where the administration of other remedies have failed. To be had of every reputable Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, &c.)

THE Steamship

"AUSTRALIAN,"

Captain P. Helms, will be despatched for the above Ports on SUNDAY, the 14th instant.

The attention of Passengers is specially drawn to the Superior Accommodation offered by this Steamer—First Class Saloon being situated forward of the Engines, and Second Class in the Poop.

A Refrigerating Chamber carries the supply of Ice and Fresh Provisions during the entire voyage, and the Steamer is fitted throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th July, 1896.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ACHILLES,"

Captain H. H. H. will be despatched as above on MONDAY, the 15th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st July, 1896.

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alteration.)

Allmore Wednesday 15th July.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ALTMORE,"

will be despatched hence for VICTORIA, B.C. and PORTLAND, OREGON, via KOREA and YOKOHAMA, on WEDNESDAY, the 15th July.

Consular Invoices of Goods for United States Ports should be in QUADRUPLET; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 24th July, 1896.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR SANDARAN AND KUDAT.
THE Steamship

"MEMNON,"

Captain B. Birch, will be despatched TO-MORROW, the 8th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th July, 1896.

"WARRACK" LINE OF STEAMERS.

FOR SHANGHAI, KOREA AND YOKOHAMA.

THE Steamship

"LENNOX,"

Captain Williamson, will be despatched as above on or about WEDNESDAY, the 8th instant.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 2nd July, 1896.

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

STEAM FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

THE Company's Steamship

"KAGOSHIMA MARU,"

Captain Frenn, will be despatched for the above Ports on THURSDAY, the 10th instant, at Noon, instead of as previously advertised.

This Steamer is fitted up with Accommodation for every Class of Passengers.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA, Agents.

Hongkong, 2nd July, 1896.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ESMERALDA,"

Captain G. A. Taylor, will be despatched for the above Ports on THURSDAY, the 8th instant, at 3 P.M.

This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 6th July, 1896.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON.

VIA STRAITS AND USUAL PORTS OF CALL.

(Taking transshipment cargo for GLASGOW, LIVERPOOL, CENTRAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"PAKLING,"

H. L. Allen, Commander, will be despatched as above on or about the 10th July.

For Freight, &c., apply to

HOLLIDAY, WISE & Co., Agents.

Hongkong, 25th June, 1896.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR KORE (DIRECT).

THE Company's Steamship

"AMAR,"

Captain D. Smith, will be despatched as above on WEDNESDAY, the 10th instant, at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 6th July, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Steamship

"TIENTSIN,"

Captain Clegg, will be despatched on WEDNESDAY, the 10th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th July, 1896.

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON.

THE Steamship

"MONMOUTHSHIRE,"

Captain Evans, will be despatched for the above Ports on or about the 11th instant.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 2nd July, 1896.

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. L. British Ship

"SOCOTRA,"

Robert, Master, will leave here for the above Port and will have quick despatch.

For Freight, apply to

SHEWAN & Co., Agents.

Hongkong, 25th May, 1896.

FOR HAITI.

THE 3/5 L. L. American Ship

"ISAAC REED,"

Captain F. D. Waldo, will leave here for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 30th June, 1896.

FOR NEW YORK.

THE 3/5 L. L. American Ship

"CHARLES E. WOODY,"

Captain Leonard, will leave here for the above Port, and will have quick despatch.

For Freight, apply to

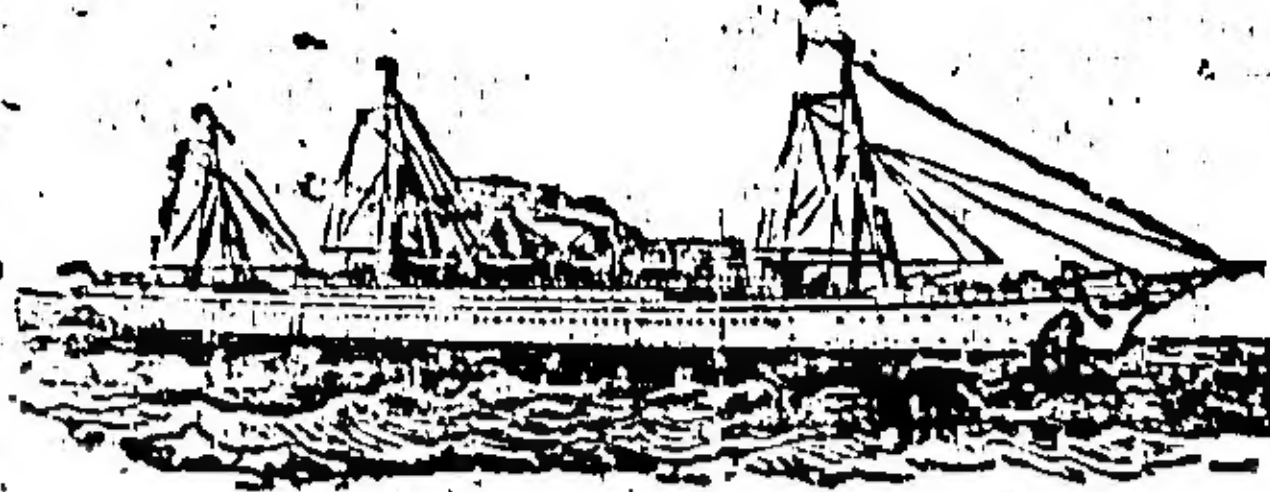
ARNHOLD, KARBURG & Co., Agents.

Hongkong, 30th June, 1896.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 22nd July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 12th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 2nd September.

The magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 1st July, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"Coptic" (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... Tuesday, 21st July, at Noon.

"Gaul" (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... Saturday, 8th August, at Noon.

"Doric" (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... Tuesday, 25th August, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KORE, INLAND SEA, and YOKOHAMA, on TUESDAY, the 21st July, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rates.

Passengers holding Orders FOR OVERLAND CITIES in the United States, between SAN FRANCISCO and CHICAGO, or the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Freight apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 6th July, 1896.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SALEMARERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S RAHTEN'S GENUINE

COMPOSITION GREY HAND BRAND.

HARTMAN'S GREY PAINT.

DAMLER'S PATENT MOTOR LAUNCHES.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 1st July, 1896.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$235.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria 3.167 | Saturday 1 July 11.

Olympia 3.508 | Wednesday 1 July 29.

Braemar 3.501 | Sunday 1 Aug. 10.

Tacoma 2.549 | Thursday 1 Sept. 3.

Victoria 3.167 | Monday 1 Sept. 21.

Olympia 3.508 | Friday 1 Oct. 9.

THE Steamship

"VICTORIA,"

Captain A. Gove, sailing at Noon, on SATURDAY, the 11th July, will proceed to VICTORIA, B.C. and TACOMA, Wash., via SHANGHAI, KORE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co., General Agents.

Hongkong, 24th June, 1896.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, Ceylon, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"FRESHWATER,"

Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from Hongkong for BOMBAY, &c., on THURSDAY, the 10th July, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. Carthage, leaving that port on the 17th August for London direct.

Bills and Vouchers, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 2nd July, 1896.

NORDEUTSCHE LLOYD.

N.O.T.C.E.